

F.No.11-42/2010-IA.III
Government of India
Ministry of Environment, Forests & Climate Change
(IA-III Section)

Vayu Wing, 3rd Floor,
Indira Paryavaran Bhawan,
Jor Bag Road, Aliganj,
New Delhi - 110 003

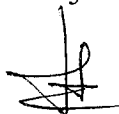
Dated: 4th September, 2014

To
The Managing Director,
M/s Maharashtra State Road Devl. Corp. Ltd.,
Opp. Dena Bank, Adjacent to Priyadarshini Park,
Nepean Sea Road, Mumbai - 400 036

Subject: CRZ Clearance for construction of road/ viaduct of 300m length at Rajni Patel Chowk and 200m loop at Tambe Chowk on Pedder Road, Maharashtra by M/s Maharashtra State Road Development Corporation Ltd. (MSRDC) -Reg.

This has reference to your letter No. MSRDC/02/TA/PRV/F-04/1894 dated 10.05.2012 and subsequent letter dated 04.05.2013 seeking prior CRZ Clearance under the Coastal Regulation Zone Notification, 2011. The proposal has been appraised as per prescribed procedure in the light of provisions under the Coastal Regulation Zone Notification, 2011 on the basis of the mandatory documents enclosed with the application viz., the Questionnaire, recommendations of State Coastal Zone Management Authority Form-I, EIA, Public Hearing proceedings and the additional clarifications furnished in response to the observations of the Expert Appraisal Committee constituted by the competent authority in its meetings held on 21st - 23rd September, 2010, 19th -21st September, 2012, 8th - 9th November, 2012 and 20th - 23rd November, 2013.

2. It is inter-alia noted that the present proposal under consideration for the grant of clearance includes construction of road/ viaduct of a total of 500 m stretch including 300m length at Rajni Patel Chowk and 200m loop at Tambe Chowk on Pedder Road. According to Govt. of Maharashtra, it has initiated the Pedder Road Viaduct project in the year 2000, as the daily traffic count was increasing in great proportions and led to congestion and added to the pollution levels in the area. There are about 10 signals posts in the alignment of 4.1 kilometers. During the peak hours it takes about 45 to 50 minutes to pass this alignment in the existing status. The service levels are in the "E" category that is speed of 17kmh whereas after construction of Pedder Road Viaduct (PVR), the service levels will be improved to "D" category and speed to 40kmh. There is an existing Kemp's Corner flyover since last 50 years and which is not in a very worthy condition. The Traffic Police Department has also suggested for an alternative to this flyover. After the construction of



Pedder Road Viaduct (PRV) there will be an ease out in the traffic congestion. It will save travel time and will have uninterrupted travel avoiding 10 signals posts on the north south connection of the western corridor. The viaduct will be constructed above pillars of 2 - 2.5 m size. The latest noise and visual barriers will be installed throughout the viaduct. Substructure will be a single pier with single pour or pre-cast pier caps. Superstructure shall be of steel and concrete composite section. Girders fabrication will be off site. Transportation on trailers and erection of the same will be at night. Deck slab will be cast in situ. There will be no staging for deck slab. Sheet decking will be used. Noise barriers on both the sides of the flyover will be installed.

3. In order to have better safety following safeguards have been proposed during the construction phase;

- (i) Work in short stretches of 100m to avoid disturbance to traffic.
- (ii) Concreting using RMC to avoid pollution at site.
- (iii) Concreting in the night to avoid difficulties to traffic.
- (iv) Transportation of girders at night to avoid difficulties to traffic.
- (v) Use safety nets for superstructure works and traffic wardens to be used to safeguard the area and for safety of traffic.

4. Maharashtra State Road Development Corporation Ltd. (MSRDC) informed that a Public Consultation was held in March 2008 to examine the grievances of the local residents. All the suggestions were heard and were properly incorporated in the project, wherever applicable. There will be high-tech air purifier, noise barrier and visibility barrier installed. The proposal was examined by the EAC in its 91st meeting held on 21st - 23rd September, 2010. Though Public Hearing is not required under CRZ Notification, 1991, but due to various representations received from some local residents of Pedder Road, it was suggested to conduct a Public hearing as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan

5. The Maharashtra Coastal Zone Management Authority (MCZMA) considered the project in its 60th meeting held on 25th February 2010 and recommended the proposal vide letter No. MCZMA/06/186 dated 19th April 2010. According to the recommendation, one pillar earlier proposed in CRZ-I is shifted to CRZ-II, the beginning of the Pedder Road Viaduct (PRV) i.e. Rajni Patel Chowk fall under CRZ -II (300 m) and a loop at Tambe Chowk falls under CRZ -II.

6. The Public hearing was conducted on 19.07.2011 at Institute of Engineers Hall. The major issue raised is Noise pollution. Proponent has informed that Noise barrier - 3 - 3.5m height proposed through out the stretch, which can reduce 27 dB (A). Pre-fabricated steel super structure will be used



so as to reduce the noise/disturbance to the public. Expansion joints are the source of the noise and the span is increased to reduce the number of joints. Air purifiers mounted at the light poles. Initial cost of Rs.10 crore is proposed towards the above.

7. It was noted from the minutes of the Public Hearing (PH) that the PH was disrupted and ended abruptly. However, it was noted that some of the issues raised by the public during PH included Noise pollution. Project Proponent was asked to submit the detailed action plan on all the issues raised during Public Hearing. The Proponent has submitted and presented details on mitigation methods to be adopted for the noise pollution, Air pollution during Construction and Operation phases.


8. The Expert Appraisal Committee, after due consideration of the relevant documents submitted by the project proponent and additional clarifications furnished in response to its observations, have recommended for the grant of CRZ Clearance for the 300m length at Rajni Patel Chowk and 200m loop at Tambe Chowk on Pedder Road, Maharashtra. Accordingly, the Ministry hereby accords necessary CRZ Clearance for the above 500m length of the project as per the provisions of Coastal Regulation Zone (CRZ) Notification, 2011 and its subsequent amendments, subject to strict compliance of the terms and conditions as follows:

9. **SPECIFIC CONDITIONS:**

- (i) This clearance is only for the portion falling within CRZ area - 300m length at Rajni Patel Chowk and 200m loop at Tambe Chowk on Pedder Road, Maharashtra.
- (ii) Project Proponent should address the other aspects relating to the rest of the stretch and obtain necessary approvals as applicable and observe IRC norms strictly for construction of the viaduct, particularly along the loops.
- (iii) The "Consent to Establish" shall be obtained from State Pollution Control Board under Air and Water Act before start of any construction work at the site of 500 m length mentioned under (i) above.
- (iv) Project Proponent shall install Noise Barrier system during construction and post construction phase on the alignment of the project. Also thick vegetation cover wherever required shall be used for attenuation of noise.
- (v) Stationary construction equipment will be placed away from habitation.



- (vi) Construction Contract Specifications should specify use of less noise generating equipment. Noise during construction, particularly at night, should be suppressed as much as possible.
- (vii) Construction Contract Specifications should stipulate levels of maximum noise generation in various zones (residential, commercial and sensitive) based on CPCB Noise Standards.
- (viii) High noise generating construction activities like drilling, compacting etc. should be carried out only during day time in residential areas.
- (ix) Asphalt and hot-mix plants shall not be at site.
- (x) Fugitive dust entrainment will be controlled by sprinkling water
- (xi) Eco Gadgets- Solar-powered city air purifiers shall be mounted on streetlight poles.
- (xii) Project Proponent shall use the Composite Structures for the construction of the flyover to the maximum possible extent.
- (xiii) The Construction material as well as excavated material to be disposed off will be shifted only during the night time when the traffic will be much less.
- (xiv) For Construction of Super Structure Pre-cast Segmental construction technology would be adopted, while for in-situ construction, a movable Scaffold System construction method shall be adopted. Thus the construction of piles and substructure shall use only a small part of the lane for a few days.
- (xv) Adequate construction boards, portable traffic signs, Chevron Signs, Road Marker Signs, Central lights & Blinkers on Barricades, etc will be put-up everywhere near the construction and barricading in the effective stretch of the proposed road.
- (xvi) Traffic Marshalls with reflective Jackets will be assigned for smooth flow of Safety hoardings and Boards shall be put at various locations of the proposed Road.
- (xvii) Emergency Preparedness Plan shall be followed.
- (xviii) All crane and heavy equipment movement will be accomplished by sound alerts.
- (xix) Ambulance/first aid for any accident injuries should be readily available.
- (xx) All the conditions/recommendations stipulated by the Maharashtra Coastal Zone Management Authority (MCZMA) of letter no. MCZMA/06/186 dated 19.04.2010, shall be complied with.



- (xxi) The project proponent will set up separate environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.
- (xxii) The funds earmarked for environment management plan shall be included in the budget and this shall not be diverted for any other purposes.

10. **GENERAL CONDITIONS:-**

- (i) Full support shall be extended to the officers of this Ministry/ Regional Office at Bhopal by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection activities.
- (ii) A six-Monthly monitoring report shall need to be submitted by the project proponents to the Regional Office of this Ministry at Bhopal regarding the implementation of the stipulated conditions.
- (iii) Ministry of Environment, Forests & Climate Change or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of environment and the same shall be complied with.
- (iv) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry.
- (v) In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the Ministry of Environment, Forests & Climate Change.
- (vi) The project proponents shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work.
- (vii) A copy of the clearance letter shall be marked to concerned Panchayat/local NGO, if any, from whom any suggestion/ representation has been made received while processing the proposal.
- (viii) State Pollution Control Board shall display a copy of the clearance letter at the Regional Office, District Industries Centre and Collector's Office/ Tehsildar's office for 30 days.

11. These stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the



Public Liability (Insurance) Act, 1991 and EIA Notification 2006, including the amendments and rules made thereafter.

12. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.

13. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parisad/Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestions/representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.

14. The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded CRZ Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forests & Climate Change at <http://www.envfor.nic.in>. The advertisement should be made within 10 days from the date of receipt of the Clearance letter and a copy of the same should be forwarded to the Regional office of this Ministry at Bhopal.

15. This clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs. Union of India in Writ Petition (Civil) No.460 of 2004 as may be applicable to this project.

16. Any appeal against this clearance shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010. The appeal/ litigation against the rest of the project will not lie down against MoEF &CC since those are not covered by CRZ Notification, 2011/ this clearance.

17. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF&CC, the respective Zonal Office of CPCB and the SPCB.

18. The proponent shall upload the status of compliance of the stipulated Clearance conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF&CC, the respective Zonal Office of CPCB and the SPCB.

19. The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment



(Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of Clearance conditions and shall also be sent to the respective Regional Offices of MoEF&CC by e-mail.



(Lalit Kapur)
Director (IA-III)

Copy to:

- (i) The Secretary, Department of Environment, Govt. of Maharashtra, Mantralaya, Mumbai - 400 032.
- (ii) The Chairman, Maharashtra Coastal Zone Management Authority, Room No.217 (Annexe), Mantralaya, Mumbai - 400 032.
- (iii) The Chairman, CPCB, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi - 32.
- (iv) The Chairman, Maharashtra Pollution Control Board, Kalpataru Points, 3rd & 4th floor, Opp. Cine Planet, Sion Circle, Sion (E), Mumbai - 400 022.
- (v) The Chief Conservator of Forests, Ministry of Environment and Forests, Regional Office, Western Region, Kendriya Paryavaran Bhavan, Link, Road No. 3, Ravishankar Nagar, Bhopal- 462016 (M.P.)
- (vi) Guard File.
- (vii) Monitoring Cell.



(Lalit Kapur)
Director (IA-III)

